


DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

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FROM 
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TO Divisions of Engineering, Construction, Permits/Operations, Program Delivery, P3,
Local Grants and Field Districts, and the Offices of Engineering Services and TIA

SUBJECT **STATE FUNDED LOCAL BRIDGE REPLACEMENT PROGRAM**

The Low Impact Bridge Program (LIBP) was implemented as a mechanism to replace posted, deficient bridges on low volume roadways using a streamlined approach and utilizing federal funds. In an effort to expand the Department's ability to replace locally owned bridges, the Bridge Office is developing a State Funded Local Bridge Replacement Program, similar to the LIBP but utilizing 100% state funds. Likewise, the goal of this program is to replace posted, deficient local bridges with minimal Right-of-Way and environmental impacts using a streamlined approach. This memo outlines the process for this program.

The Bridge Office will evaluate locally owned, posted bridges using the same approach as a LIBP candidate following guidance in the "Low Impact Bridge Program Manual". This includes holding a Project Selection Meeting and subsequently a Project Field Scoping Meeting. In the event that a bridge is not selected to continue in the LIBP after the Project Selection Meeting, a Project Field Scoping Meeting will still be held, but state funds will be used to cover the PE expenses. The minutes from the Project Field Scoping Meeting will be documented using the same forms utilized for LIBP. Using this streamlined process no Concept Report will be necessary for the State Funded Local Bridge Replacement Program.

Off-site detour coordination will take place prior to the Project Field Scoping Meeting. The Bridge Office will seek agreement of the proposed detour route from the Local Government, EMA and School Board. If all entities are in agreement, their responses along with the required detour report posted in the local paper, will serve as the public outreach for these projects. However, off-site detour is not a requirement to be eligible for the State Funded Local Bridge Replacement program; an on-site detour may be utilized when necessary and practicable if Right of Way and environmental impacts remain minimal.

Similar to the LIBP, the LIBP forms (Sections I, II, III and IV) will serve as the environmental analysis for the State Funded Local Bridge Replacement projects. In the absence of FHWA as the lead federal agency, coordination with the USACE will be necessary on projects that require a 404 permit.